

Area Committee 1

Public Forum



Date: Wednesday, 20 July 2022

Time: 6.30 pm

Venue: A Committee Room - City Hall, College Green,
Bristol, BS1 5TR

Please note that the views and information contained within these public statements are those of the individuals concerned and not of the Council.

By participating in public forum business, we will assume that you have consented to your name and the details of your submission being published online and within the minutes.

Issued by: Louise deCordova, Democratic Services

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Date: Wednesday, 19 July 2022



Public Forum

4. Public Forum

Members of the public may make a written statement or ask a question as long as it is about a matter for which this committee has responsibility. Your statement or question will be sent to the Committee and be available in the meeting room one hour before the meeting. **(Pages 3 - 7)**

Please submit to democratic.services@bristol.gov.uk. The following requirements apply:

- The statement is received no later than 12.00 noon on the working day before the meeting (Tuesday 19th July).
- The question is received no later than 5pm three clear working days before the meeting (Thursday 14th July).



'In March 2016 the Neighbourhood Partnership allocated £50,000 specifically for re-routing at Avon Crescent.

I would like to ask the committee to **a.** please not re-allocate these funds elsewhere, and **b.** please ask residents who fought very hard for this funding, before allocating it to any alternative highway scheme.

The background and justification for this request is that, when Metrobus AVTM was granted planning consent in March 2014, integral to it was a shared space scheme at Avon Crescent. The reason for this shared space scheme was to effectively slow traffic to 5mph, to make Avon Crescent a safe walking and cycling route, and to provide safe access to and from the Metrobus walkway/cycleway which now joins Avon Crescent. Avon Crescent is part of 'Harbourside Walk' and Underfall Yard is often closed (after dusk in winter for example). Shared space was also intended to compensate for some of the environmental damage of building a third road in a docks heritage conservation area.

The shared space scheme has never been built, and no alternative application has ever been granted by a development control committee.

There was a campaign in the winter of 2013/14 to re-route Avon Crescent traffic in both directions (rather than only west to east, which is how it is now). A petition attracted 4,293 signatures and the Neighbourhood Partnership granted the **re-routing** project £50,000 on 29th March 2016. The proposal was funded by a further £80,000 Highways budget, and the project went to consultation in September 2016. The funds were specifically granted for re-routing (please see screen grabs below, from March 2016 N.P.committee minutes).

In March 2017 Mayor Rees fired Mark Bradshaw as Transport cabinet member, and scrapped the re-routing scheme. Presumably because in the previous October he had announced 'Western Harbour'.

It is very important that Avon Crescent remains a safe walking and cycling route. People have enjoyed it as a de facto shared space now for two years (while it has been closed to motor traffic) and it would be regressive and dangerous simply to remove the barriers at each end of the street. If the Cumberland Road bus gate scheme goes ahead with the C.A.Z., there will still be a lot of racing taxis and delivery bikes (as before the closure) Cumberland Road will be a taxi and motorbike fast ratrun

back into town. The high quantity of S.S. Gt Britain, harbour visitor, water sports, Spike Island commercial traffic, and the fast-growing quantity of residents' access vehicles, means that Avon Crescent needs to have a scheme that really slows traffic to c.5mph, (like a shared space would) or preferably a re-routing scheme.'

Kind regards
Many thanks
Martin Rands

Area Committee 1 – 20 July 2022
Statement : Anna Haydock-Wilson

'In March 2016 the Neighbourhood Partnership allocated £50,000 specifically for re-routing at Avon Crescent.

I would like to ask the committee to **a.** please not re-allocate these funds elsewhere, and **b.** please ask residents who fought very hard for this funding, before allocating it to any alternative highway scheme. Especially any schemes which have a negative environmental impact- i.e. increase traffic speeds, emit unnecessary carbon. This re-routing scheme was supported by our local community association https://www.hotwellscliftonwood.org.uk/harbourheads_safer_streets_for_locals_and_visitors

The background and justification for this request is that, when Metrobus AVTM was granted planning consent in March 2014, integral to it was a shared space scheme at Avon Crescent. The reason for this shared space scheme was to effectively slow traffic to 5mph, to make Avon Crescent a safe walking and cycling route, and to provide safe access to and from the Metrobus walkway/cycleway which now joins Avon Crescent. Avon Crescent is part of 'Harbourside Walk' and Underfall Yard is often closed (after dusk in winter for example). Shared space was also intended to compensate for some of the environmental damage of building a third road in a docks heritage conservation area.

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It is very important that Avon Crescent remains a safe walking and cycling route. People have enjoyed it as a de facto shared space now for two years (while it has been closed to motor traffic) and it would be regressive and dangerous simply to remove the barriers at each end of the street.

If the Cumberland Road bus gate scheme goes ahead with the C.A.Z., there will still be a lot of racing taxis and delivery bikes (as before the closure) Cumberland Road will be a taxi and motorbike fast rat-run back into town. The high quantity of S.S. Gt Britain, harbour visitor, water sports, Spike Island commercial traffic, and the fast-growing quantity of residents' access vehicles, means that Avon Crescent needs to have a scheme that really slows traffic to c.5mph, (like a shared space would) or preferably a re-routing scheme.

I am also very concerned that whatever decisions are made that Coronation Road and Cumberland Basin Residents are taken into account. We have some social housing in Baltic Wharf for older people who feel very trapped by the current road situation with the river wall repairs and lack of clarity about the works means that some are convinced that they are because Avon Crescent has achieved it's re-routing aims, rather than because the repairs are not complete. This kind of misunderstanding can be very dangerous. Over the past 10 years of campaigning for safer streets for all, residents of Avon Crescent have had vehicles and front gardens vandalised. The re-routing as laid out in the previously agreed scheme, should cause about a 30 second delay to people's journeys'

RESOLVED:-

- (1) That the following Highways Schemes be approved and allocated funding from devolved Local Traffic Scheme and Community Infrastructure Levy funding:-**
- **Jacobs Wells (£25,000 Local Traffic Scheme and £35,000 CIL subject to a commitment from Highways on timetable for delivery)**
 - **Avon Crescent re-routing scheme (£50,000 CIL subject to the delivery of the wider city-wide scheme – Cumberland Basin/Metro Bus)**
 - **Junction Improvements Clifton Down Road and Bridge Valley Road – (£15,000 CIL)**



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Petition: Close Avon Crescent to Vehicular Through Traffic as Precondition of Ashton Vale to Temple Meads Metrobus

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Awaiting submission

4293 signatures

286 online signatures
4007 signatures on paper

Lead petitioner

This petition is campaigning to close Avon Crescent to vehicular through-traffic as precondition of Bristol Metrobus - Ashton Vale to Temple Meads (AVTM) route. Passengers disembarking Metrobus AVTM route at the Create Centre terminal will be directed onto Avon Crescent through what is at present PABSC boat storage area. Metrobus proposal is to keep Avon Crescent open to vehicular traffic in south-bound direction, diverting north-bound traffic via Smeaton Road and the Create Centre. This will direct Metrobus passengers onto a busy street, which is still open to vehicles.

Area Committee 1 – 20 July 2022

Statement : Richard Walker

I'd like to suggest to Members of the Committee, that while, the (still) outstanding environmental, sustainable transport & public safety planning conditions of AVTM Metrobus* have not been met, it would be highly inappropriate to reallocate this relatively small sum of CIL.

It was committed by elected Members of the (defunct) Neighbourhood Committee (along with other funds) towards the costs of fulfilling these conditions by re-routing vehicular traffic (around Avon Crescent a harbourside historic unclassified residential street) making proper use of the parallel main road to re-instate suitable access to neighbouring homes, business and facilities across Spike Island.

The planning condition relating to Avon Crescent (who's residents along with our Spike Island neighbours have endured a decade of blight and disruption as a result of AVTM and the catastrophic impacts of environmental cuts to its implementation) being either:

1. Designate and implement in full the entire street as Shared Space
or, (subject to public consultation)
2. Re-route vehicular through-traffic onto the existing parallel main road to create safe space for the connection of numerous harbourside and inter-neighbourhood walk and cycle routes which (as a result of AVTM) now converge and connect through Avon Crescent.

As demonstrated by; the 2014 public petition, the 2016 Bristol Council public consultation (no substantive issues arose); and also by the meantime arrangements that have been in place since 2020 – i.e. during the Covid era it provided extra safe space and connectivity daily for thousands of Bristol's walkers, runners, cyclists, skaters and scooter – *it went viral as a global 1st example of making such extra space for everyone.*

Repairs to the collapsed wall along Avon Cut keep dragging on (its £10m+ repair cost was the other environmental price we have all paid for the removal of works to this section from the approved AVTM scheme) and when complete it is essential that vehicular access is restored for residents of neighbouring Baltic Wharf and for businesses and facilities on Spike Island asap (will its delayed completion in December 2022 actually happen?) . However, it is perfectly feasible, compatible with and easier to implement by the re-routing of vehicular traffic around Avon Crescent – retaining it as safe and accessible space and routeways for the thousands of people from across the city who have come to rely upon it – rather than make it a terrifying blind-crossing rat-run.

Richard Walker 18/07/2022